



DEPARTMENT OF THE NAVY

COMMANDER LIGHT ATTACK WING ONE
NAVAL AIR STATION
CECIL FIELD, FLORIDA 32215-0122

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27 Oct 87

From: Commander, Light Attack Wing 1
To: Director, Naval Aviation History, Washington D.C. 20374-1595

Subj: 1986 COMMAND HISTORY REPORT

Ref: (a) OPNAVINST 5750.12D

Encl: (1) CLAW-1 Command History Report, 1986

1. In accordance with reference (a), enclosure (1) is submitted.


J. W. PETERSON

COMMAND HISTORY FOR COMMANDER LIGHT ATTACK WING ONE 1986

1. BASIC HISTORICAL NARRATIVE.

a. Command Mission.

Commander Light Attack Wing ONE (CLAW-1) provides U.S. Atlantic Fleet Commanders with Light Attack Squadrons (flying the A-7E CORSAIR) and Strike Fighter Squadrons (flying the F/A-18 HORNET). CLAW-1 assures these squadrons are capable of performing all assigned missions. Accordingly, he is responsible for the Operation, Administration, Training, Readiness Inspection, and overall performance of those squadrons and units under his managerial control or command, and will ensure that they are fully capable of performing missions assigned by the fleet or type commander.

b. Organization.

(1) The Staff, as a major type wing, reported directly to the functional wing: Command Tactical Wings Atlantic, from 1 January to 30 September, and was assigned to a new functional wing; Commander, Strike Fighter Wings, Atlantic, from 1 October until the end of the year.

(2) The Wing was commanded by CAPT John J. Coonan and CAPT Charles A. Cook. A biography and photograph of CAPT Cook as well as a staff directory and organizational chart are enclosed in the supporting documents.

c. Mission Accomplishments.

(1) A new shore command for advanced training in aircraft tactics (Light Attack Weapons School, Atlantic) was formulated and approved in 1986 for IOC in 1987.

(2) The first two transition east coast fleet F/A-18 squadrons (VFA-87 and VFA-15) were born, increasing the strike fighter community to four fleet F/A-18 squadrons operating under CLAW-1. These squadrons had been flying the A-7E Corsair.

(3) VA-12 and VA-66 were decommissioned reducing LATWING's number of fleet A-7 squadrons to only eight.

(4) The birth of VFA-15 and VFA-87 and the end of VA-12 and VA-66 required the transfer or retraining of hundreds of maintenance men, administrative personnel, and pilots, as well as the transfer and acceptance of dozens of aircraft.

(5) COMNAVAIRLANT decided that there was still a need for VA-66's HARM (High Speed Antiradiation missile) expertise and determined they would be detached to USS Kennedy (CV-67) to protect the "All Grumman Airwing". This short notice deployment of men and aircraft from a squadron in the middle of decommissioning kept CLAW-1 busy until Kennedy deployed for the Mediterranean with VA-66 (DET) onboard.

(6) In the fall as the kinks were being worked out of VFA-87 and VFA-15 squadrons, CLAW-1 was beginning to lay the groundwork for the transition of the next two squadrons, VA-82 and VA-86.

(7) The Light Attack Wing ONE community enjoyed the safest flying hour record ever for 1986.

II. Special Topics.

a. Statistics from CLAW-1 Safety:

- (1) CLAW-1 flight hours - 92.262
- (2) FODS (F/A-18 = 18, A-7 = 5) 28 total
- (3) CLAW-1 FOD RATE/1000 HRS - .30
- (4) CLASS ALPHA Flight Mishaps - 1
- (5) CLASS ALPHA Flight Mishaps Rate - .17
- (6) There were no class BRAVO mishaps

b. CLAW-1 has 71 military persons and 17 civilian persons onboard.

c. CAPT C.A. COOK served as both the Wing Commander and the Commanding Officer of Attack Squadron ONE SEVEN FOUR for a four month period.

d. CLAW-1 actively participated in the organization of community relations including activities with the Boy Scouts and the Jacksonville Chamber of Commerce.



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CAPTAIN C. A. COOK, JR., USN
COMMANDER, LIGHT ATTACK WING 1

Captain Charles Allen Cook, Jr., is the twelfth Commander, Light Attack Wing 1. He was born in (b) (6) graduated from New Mexico Institute in June 1962 and the University of Arkansas in June 1965. He was commissioned in October 1965 after completing the Aviation Officer Candidate program and was designated a Naval Aviator in March 1967 at NAS Kingsville, Texas.

Ensign Cook reported to the newly redesignated Attack Squadron ONE HUNDRED SEVENTY-FOUR at NAS Cecil Field, Florida for training in the A-7A Corsair II. Subsequently, assigned to Attack Squadron EIGHTY-TWO, he made two combat deployments to Southeast Asia in USS AMERICA and USS CORAL SEA.

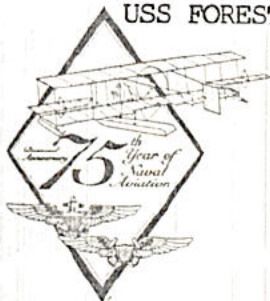
In August 1970 Lieutenant Cook reported to Attack Squadron ONE HUNDRED SEVENTY-FOUR for instructor pilot duty flying the A-7A/B/C/E aircraft.

Returning to sea duty in August 1972, Lieutenant Cook reported to Carrier Airwing SEVEN staff as Landing Signal Officer. During this tour of duty he made two deployments with the SIXTH Fleet in USS INDEPENDENCE, flying with Attack Squadron TWELVE.

In March 1975 Lieutenant Commander Cook reported to Training Airwing ONE Staff at NAS Meridian, Mississippi as Staff Operations Officer. Returning to sea duty in December 1977, Lieutenant Commander Cook reported to Attack Squadron ONE HUNDRED SEVENTY-FOUR for A-7E refresher training and joined Attack Squadron EIGHTY-ONE in August 1978 while deployed in USS FORRESTAL with the SIXTH Fleet.

After completing his third Mediterranean deployment with Attack Squadron EIGHTY-ONE, Commander Cook returned to the SIXTH Fleet in October 1980 to join Attack Squadron SEVENTY-TWO, as Executive Officer, on deployment in USS KENNEDY. Subsequently, as "long playing", BLUEHAWK Executive Officer (i.e., double XO tour) Commander Cook completed a Mediterranean and Indian Ocean deployment in USS AMERICA. Commander Cook commanded the BLUEHAWKS from June 1983 to November 1984.

Commander Cook served as the Chief Staff Officer on the LATWING 1 staff from December 1984 through August 1985. From September 1985 through April 1986 Commander Cook commanded Attack Squadron ONE HUNDRED SEVENTY-FOUR. In January 1986 Commander Cook assumed additional duty as Commander, Light Attack Wing 1. Captain Cook's next duty assignment is Executive Officer, USS FORESTAL (CV-59).



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STAFF ORGANIZATION CHART

